

ARMY AND NAVY CHRONICLE.

Published by A. B. Claxton & Co., at \$5 a year, payable in advance.

VOL. VIII—No. 9.] WASHINGTON, THURSDAY, FEBRUARY 28, 1839. [WHOLE No. 217.

CONGRESSIONAL DOCUMENTS.

APPROPRIATIONS FOR FORTIFICATIONS.

[To accompany bill H. R. No. 1141.]

FEBRUARY 12, 1839.

Laid before the House by the chairman of the Committee of Ways and Means.

WAR DEPARTMENT, February 7, 1839.

SIR: I have the honor to submit, for the consideration and action of the Committee of Ways and Means, the accompanying communication of the Chief Engineer, asking for an appropriation of \$15,000 for this year, for the construction of the projected fort at the pass at Grande Terre.

Very respectfully, your most obedient servant,
J. R. POINSETT.

Hon. C. C. CAMBRELENG,
Chairman of Committee of Ways and Means, H. R.

ENGINEER DEPARTMENT,
Washington February 6, 1839.

SIR: As it will probably be in the power of this department the ensuing season, to assign an officer to the construction of the fort projected for the defence of the pass at Grande Terre, an important position on the Gulf of Mexico frontier, I have the honor to suggest an application to Congress for the sum of \$15,000 for that purpose.

The sum mentioned has lapsed into the surplus fund from a previous appropriation, and will suffice for the operations of the first year.

I am, sir, very respectfully, your obedient servant,
JOS. G. TOTTEN,
Colonel, and Chief Engineer.

Hon. J. R. POINSETT,
Secretary of War.

WAR DEPARTMENT, February 8, 1839.

SIR: I lay before the Committee of Ways and Means, for its consideration, the accompanying communication of the Chief Engineer, which specifies the smallest amount that should be appropriated for the prosecution of the several works therein mentioned during the present year.

Very respectfully, your most obedient servant,
J. R. POINSETT.

Hon. C. C. CAMBRELENG,
Chairman Com. Ways and Means, House of Reps.

ENGINEER DEPARTMENT,
Washington, February 7, 1839.

SIR: Having made an examination of the state of the fortification balances, I take leave to present the following list of works in progress, with an amount set opposite to each, which is, in the opinion of this Department, rigidly a minimum estimate; and it is believed these operations could not be prosecuted on a less sum without serious disadvantage.

Preservation of Castle island and repairs of Fort Independence, Boston	\$25,000
For Fort Warren, Boston	40,000
For Fort Adams, Newport	10,000
For Fort at New London harbor	5,000
For Fort Schuyler, New York	10,000
Repairs of Castle Williams and Fort Columbus, and officers' quarters, New York	2,000
For Fort Delaware, Delaware bay	10,000
For Fort Monroe, Hampton roads	10,000
For Fort Calhoun, Hampton roads	15,000
For Fort Caswell, Cape Fear river	5,000
Fortification in Charleston, and for the preservation of the site of Fort Moultrie	10,000

For Fort Pulaski, Savannah	15,000
For Fort Marion and sea-wall, St. Augustine	10,000
For Fort on Foster's bank, Pensacola	5,000
Contingencies	10,000
Incidental expenses attending the repairs of fortifications and for the purchase of additional land in the neighborhood	50,000
Total	\$232,000

For the fort for the defence of the pass at Grande Terre, reappropriated, this amount, which has lapsed into the sinking fund - \$15,000
I have the honor to be, very respectfully,

Your most obedient,
JOSEPH G. TOTTEN,
Colonel, and Chief Engineer.

Hon. J. R. POINSETT,
Secretary of War.

REPORT FROM THE SECRETARY OF WAR,

In compliance with a resolution of the Senate, in reference to the defence of the frontier of Maine.

December 21, 1838—Referred to the Committee on Military Affairs, and ordered to be printed, and that 1,000 additional copies be furnished for the use of the Senate.

WAR DEPARTMENT, Dec. 31, 1838.

SIR: I have the honor to transmit you, herewith, reports of the commanding general and colonel of topographical engineers, enclosing the report of Gen. Wool and Major J. D. Graham, accompanied by sketches of the latter, in answer to a resolution of the Senate of the 22d instant, calling for information in reference to the defence of the frontier of the State of Maine.

Very respectfully,
Your most obedient servant,
J. R. POINSETT.

Hon. R. M. JOHNSON,
President of the Senate.

BUREAU OF TOPOGRAPHICAL ENGINEERS,
Washington, Dec. 29, 1838.

SIR: I have the honor of transmitting to you the report of Brigadier General John E. Wool, United States army, together with the report and sketches of Major J. D. Graham, corps of topographical engineers, in reference to a reconnoissance of the frontier of Maine, called for by a resolution of the Senate of the 22d December, 1838.

Very respectfully,
Sir, your obedient servant,
J. J. ABERT,
Colonel Topographical Engineers.

Hon. J. R. POINSETT,
Secretary of War.

HEAD QUARTERS, TROY, N. Y.,
October 30, 1838.

SIR: Herewith, I have the honor to transmit a report of the military reconnoissance of the frontier of Maine, made during the summer past, in obedience to instructions received from the War Department, dated the 12th May and 16th of June last.

Agreeably to your verbal instructions communicated at Washington, I repaired to Augusta, Maine, and conferred with his excellency, Edward Kent, on the subject of the reconnoissance required. He not only appeared much pleased with the object, but offered every assistance in his power to aid in its prosecution. I remained at Augusta until I was joined, the 28th June, by Major Graham and Lieut. John-

ston, of the topographical engineers. On the 29th of June we proceeded to Bangor, where I was delayed until the 3d of July, in consequence of some preparations necessary on the part of Major Graham, before he could commence his topographical sketches or surveys. The Major having completed his arrangements, we set out on the 3d of July for the examination of the northwestern frontier of the State, confining ourselves within the undisputed limits, as prescribed by your instructions of the 16th June.

After exploring Moosehead lake, Moose river, and the country west of Moosehead lake, as far as the highlands which divide the State of Maine from Lower Canada, I selected a position for the establishing of a military post for the protection and defence of the northwestern frontier of the State, on the height about one mile north of Moose river, fourteen miles south of the line, on the road called the Canada road, leading to Quebec. This position is a commanding one, and would be highly important if by any circumstance England should be induced to invade Maine, from the direction of Quebec or Lower Canada. It is situated on the only route by which a military force would attempt to penetrate the country from Lower Canada. Any other route would be attended with almost insurmountable difficulties, and which could not fail to retard the advance of an army. On either side of the Canada road, for nearly or quite forty miles south of the line, the country is unsettled and covered with a dense forest, through which roads must be cut and made, streams bridged, and boats built, and where neither forage, provisions, or any other supplies could be obtained. If England, however, should make war upon the United States in order to secure the possession of the disputed territory in question, she would not waste her resources by contending for it in the wilds or dense forests of Maine. Having an army and a navy at her disposal, she would endeavor to compel the United States to a cession of it by the destruction of our commerce, navy depots, commercial cities, and frontier towns. These, with the present disposition of the military establishment of the country, constitute our vulnerable points, and of which England would not fail to take advantage. She may, however, threaten Maine, from Quebec, and perhaps carry on a predatory warfare, by means of the Canada road. To protect the frontier, and prevent such inroads upon the people, I would establish a post, with two companies of infantry, near Moose river, with a post of observation on the height of land dividing Maine from Lower Canada. The depot of supplies for those posts I would establish on the south side of Moose river, one mile from the principal post. The Kennebec forks I would designate as a principal depot and place of concentration for the militia of that section of the country. The heights surrounding the forks are well calculated for defence, and would enable a small force, well directed, to hold a large one in check, until the militia of the country could be collected. Before closing this part of my report it may not be improper to remark, that a road has been cut out, but not made, north of the military position selected near Moose river, leading from the Canada road to the head of Moosehead lake. It has been suggested that a military force from Quebec or Lower Canada might penetrate Maine by that road and Moosehead lake. In answer to which, I have only to observe, that no general who understood his profession would invade Maine, by any route destitute of forage, provisions, and the means of transportation. On the contrary, he would take the route that would furnish the greatest amount of supplies, and the greatest facilities of marching into the heart of the country. To take the route referred to, he would be compelled to make roads, construct bridges and boats, and to carry with him his forage, provisions, and the means

of land transportation. In such a case it would require no foresight to predict the result. He would, beyond all question, be defeated, if the people of Maine were true to themselves or their country.

Deeming no other posts than those above mentioned necessary for the defence or protection of the northwestern frontier of Maine, I returned to Bangor, leaving Major Graham and Lieut. Johnston to make the required surveys and sketches.

On the 16th July, accompanied by his excellency Edward Kent, I set out to examine the eastern and northeastern frontier of the State. On the 17th, we examined the military position at Houlton, which I consider well calculated for the defence and protection of that region of country. With proper works, and a garrison composed of six companies of infantry and two of artillery, I do not believe any attempts would be made from New Brunswick to invade the disputed territory, or by that route to invade the settled parts of Maine. A general commanding at Fredericton, or St. Johns, with a large disposable force might attempt an enterprise against the garrison at Houlton, intercept its communications with, and cut off its retreat to, Bangor. This might be done by way of Woodstock, Eel river, or the Lakes Magaguadawick and Chiputnaticook, or Grand lake. From Woodstock, through by-roads, the military road could be reached five miles south and in the rear of Houlton. By Eel river and Dunn's, on the Calais road, the same point could be reached. By the lakes above mentioned, and Butterfield's, on the Calais road, the military road could be intercepted by a cross road, eight miles south of the Mattawamkeg forks, and about thirty-eight miles south of Houlton. This route would be the shortest from Fredericton, and in the winter the easiest to be accomplished. It is, however, not probable that, in the present wild state of the country, no roads being made except from Fredericton to Woodstock, any movement of the kind would be made with eight companies of regular troops at Houlton, and a respectable force at Calais. Such a movement by the British forces would undoubtedly produce a corresponding one on the part of the United States troops at Calais, against Fredericton or St. Johns, which, unless the British were in great force at those places, would produce a recall of any movement against Houlton or the disputed territory. No military commander would hazard an enterprise against Houlton or the disputed territory, if by such a movement he could possibly lose Fredericton or St. Johns, which would give to the conquerors the finest part of New Brunswick. To guard against any movement as suggested, I would recommend that a regiment of infantry and two companies of artillery be stationed at Calais, and one company of infantry and one of artillery at Eastport, with posts of observation at Butterfield's and Dunn's, on the Calais road, leading to Houlton. From Calais, Fredericton or St. Johns might be reached in three days. Should the above recommendations be adopted, I would designate Calais as a proper place for the main depot of supplies and concentration of the militia for the defence of the eastern frontier; and the Mattawamkeg forks for the depot and concentration of the militia for the defence of the disputed territory and the northeastern frontier.

In addition to the above, I would recommend the erection of an arsenal near Bangor, on the right or left bank of the Penobscot. Also a fortification and garrison at the entrance of both the Penobscot and Kennebec.

From a statement received from his excellency Edward Keat, it would appear that the militia of Maine exceeds forty-one thousand.

Of these, in the course of ten days, 4,500 could be collected at the forks of the Kennebec, 4,000 at the Mattawamkeg forks, and 2,500 at Calais. In twenty days there could be 12,000 collected at the Kennebec

forks, 10,000 at the Mattawamkeg forks, and 8,000 at Calais.

The above calculation, however, is made upon the supposition that they would be called out as organized by regiments and brigades. A draft would take a longer period, but the same number of men could be obtained.

It would also appear, from the same statement, that the State has in depot 9,000 muskets, 2,200 rifles, 350 pistols, and 850 swords, and a good supply of equipments, all in good order and fit for service. The arms and equipments, however, in the possession of the militia, are generally small, and too light for active service.

As soon as I receive from Major Graham his surveys, or sketches, of the reconnaissance of Maine, I will forward them, with such further explanations as may appear necessary to a right understanding of the report and surveys, &c.

I am, very respectfully,

Your obedient servant,

JOHN E. WOOL,

Brigadier Gen. U. S. Army.

To the Hon. J. R. POINSETT,

Secretary of War.

HEAD QUARTERS, WASHINGTON CITY,

November 10, 1838.

SIR: Having received from Major Graham his report and sketches of the military positions which I selected for the defence of the frontier of Maine, as referred to in my report of the 30th ultimo, I have the honor to lay them before you, with explanatory references, viz:

The position at the Kennebec forks as a place of deposit for supplies and concentration of the militia, for the defence of the northwestern frontier of Maine, is marked No. 1.

The military position selected on the Canada road, near Moose river, is marked No. 2.

The position selected as a post of observation, on the heights dividing Maine from Lower Canada, is marked No. 3.

The position at Houlton is marked No. 4.

The position at Calais is marked No. 5.

The heights to be occupied for the defence of Calais against any attack from New Brunswick, are called Ridding's hill at Milltown, and Sawyer's hill in Calais. The position at Calais, however, has been selected more in reference to offensive operations than defensive ones.

The position at Butterfield's, marked No. 6, and the one at Dunn's, marked No. 7, both on the Canada road leading to Houlton, are intended for posts of observation.

For a position to erect an arsenal, see the map of Bangor; and for a general view of the country, I would refer you to Greenleaf's map, herewith presented.

In conclusion, allow me to recommend to your approbation and confidence Major Graham and Lieut. Johnston, both of whom discharged their duties with zeal, ability, and great fidelity.

I have the honor to be, very respectfully,

Your obedient servant,

JOHN E. WOOL,

Brigadier Gen. U. S. Army.

To the Hon. J. R. POINSETT,

Secretary of War.

WASHINGTON, Nov. 1, 1838.

SIR: I have the honor to transmit to you by Lieutenant Palmer, of the topographical engineers, the topographical sketches which were made under your orders the past summer, of the localities upon the frontier of Maine, selected by you as suitable sites for military stations, and the results of the astronomical observations which were made to determine the latitudes and longitudes of those positions.

These sketches, which were made during a rapid examination of the country, will, I hope, show sufficiently the advantages of these several localities in a military point of view. For a connected view of the whole inland frontier of the State, I would recommend a reference to Greenleaf's map of Maine, published in 1832, which, although defective in some particulars, appears to be the most accurate one extant. The position chosen by you in the vicinity of Moose river post office, affords every advantage requisite as a site for a military post, and is upon the direct line of communication between Quebec and the frontier of Maine, being one hundred and eight miles from the former point, and fifteen from the latter. I would respectfully suggest to you that, should this point, or any other in its vicinity, be determined upon as a site for a military post, it would be important that the attention of the Government should be called to the necessity of improving the road between the forks of the Kennebec and the northern frontier line. The topographical features of the intervening country are such as to admit of the construction of an excellent road, notwithstanding which, the route at present existing frequently encounters inclinations which cause a very great augmentation in the cost of transportation upon it. The soil is well adapted to the construction of a good road, and the work should be preceded by a careful survey of location and specifications as to the mode of construction, with which the contractors should be required strictly to comply.

I would make the same suggestions in reference to the communications between Houlton and Calais, and also between the latter point and Bangor.

The sketch of Calais and its vicinity shows the advantages, as regards the military command, of all the positions which appear to be suitable as sites for posts or garrisons. The river St. Croix is navigable for merchant ships of the largest class up to this point, above which all navigation ceases.

When the system of sea coast defence which has been digested and recommended by the board of engineers for fortifications shall be carried into effect, the security which will be afforded to Bangor, and the advantages it possesses as a commercial port, will combine to render it one of the most important depots for supplying the interior with arms, the munitions of war, provisions, &c., to be found any where upon the coast.

Having been directed by you to make a topographical sketch of the several points offering advantages as sites for an arsenal, I have the honor to submit the accompanying drawing exhibiting the same.

Thatcher's point and Brimmer's common, on the south side of the Penobscot, and the ground immediately below Dennett's cove, upon the northern margin of the river, afford every advantage that could be desired as sites for an establishment of this kind. The great abundance, good quality, and low price of fuel would always ensure the economical application of steam power to machinery for the construction and repairs of arms, and for all the various purposes for which it would be requisite in an establishment of this kind.

The following table of latitudes and longitudes of the several points designated is the result of astronomical observations made by Lieut. J. E. Johnston and myself while acting under your orders. The observations were all made with great care, and were so multiplied as to verify satisfactorily the several results. The calculations have all been carefully reviewed since they were first made, and are believed to be free from errors of any magnitude at least. They will at least serve to improve somewhat the geographical knowledge of a portion of the State becoming every day more interesting from the increasing population and the progressive improvements in agriculture which are exhibited.

Places of observation.	North latitude.	West longitude from Greenwich.	
		In time.	In space.
Bangor, (at Bangor hotel.)	44° 47' 54"	4h. 35' 04".3	68° 46' 04".5
At Moose river custom-house, (Lowell's.)	45° 39' 04"	4h. 40' 59"	70° 14' 45"
Tachevan's house, on the high ridge, on the Quebec road.	45° 48' 31"	4h. 41' 31".6	70° 22' 54"
Houlton, Maine, (Hasey's tavern.)	46° 07' 28"	4h. 31' 13".6	68° 48' 24"
Amity post office, (Dunn's.)	45° 56' 38"	4h. 31' 16".1	67° 49' 01".5
Monument at head of St. Croix, 2½ miles east of Dunn's.	45° 56' 37"		
Western post office, (Butterfield's.)	45° 41' 23"	4h. 29' 01".8	67° 15' 27"
Calais, (Thompson's hotel.)	45° 11' 24"		
Eastport, (Fort Sullivan.)	44° 54' 28"	4h. 27' 53".3	66° 58' 20"

Latitudes and longitudes of places within the State of Maine, determined from astronomical observations made in July and August, 1838.

waters of the Moose and Penobscot rivers, in Maine, and the waters of the Chaudière river, in Lower Canada; 2d, To the northeast boundary, separating Maine from the province of New Brunswick, which is marked by the river St. Croix, from its entrance into the sea to its source, and thence by a due north line as far as Mars hill, which is the point at which the disputation arises as to the commencement of the highlands alluded to in the treaty, as separating the waters which flow into the St. Lawrence from those which flow into the Atlantic.

In discussing the subject of the military defences of this important and much exposed section of our country, it appears to me that the first object to be considered, and that which should receive the earliest attention of our Government, is the protection of its seacoast defences, by the erection of the fortifications whose positions, after the most careful examinations, have been indicated by the board of engineers, and recommended in their several reports now to be found in the archives of the War Department.

No enemy possessing a superior naval force, who designed invading this section of country, either for the purpose of harassing its inhabitants by destroying their property, of laying their commercial cities under contribution, or of taking possession of them with the view of commanding its interior resources, and pushing his conquests farther, would ever aim at effecting his object by entering with an army upon its inland frontier, and subjecting it to all the vicissitudes of a long march through the interior, so long as its important roadsteads and commercial ports remain undefended; because his object, if attainable at all, could be far more easily attained, and at much less hazard, by the combined operations of his army and navy in a vigorous and direct attack from the seaboard.

Should any emergency unfortunately arise to involve us in another war with Great Britain, the facilities and resources afforded by her great naval and military arsenal at Halifax, distant only 30 to 40 hours' sail from any of the principal seaports of this State, would, in their present undefended condition, enable her to blockade any one of them, or all of them, and to throw an army at once before their principal towns; and notwithstanding the valor with which the enemy would be met by the patriotic inhabitants, it is probably not hazarding too much to premise that it would cost more in blood and treasure to repel him, if his movements were judiciously made, as they no doubt would be, than would be necessary for the complete defence of these important points, by the erection of the fortifications that have been recommended, and some of them perfected in their plans, by the engineer board.

It is not necessary that we should here enter into all arguments that could be adduced to show the importance of these permanent works of defence in giving security to the country. The subject has already been amply and ably treated by the board upon whom the task devolved, as set forth in their reports already alluded to.

It cannot be supposed that a nation like ours, possessing ample means for accomplishing whatever may be necessary for the weal of its inhabitants, and valuing its civil liberty beyond every other consideration, can, through apathy or inadvertence, allow so important an object to be any longer deferred.

These measures accomplished, or decided on and in progress, our attention should be directed to the defence and security of our inland frontier, for, were it neglected, an ambitious and skilful commander, with a well-disciplined army, and properly sustained from his rear, would not hesitate, upon the emergency of a war, to avail himself of his advantage in assailing us from that quarter, with the view, under the peculiar circumstances of the case, of laying

Respectfully submitted by your obedient, humble servant,

J. D. GRAHAM.

Major U. S. Topographical Engineers.

To Brig. Gen. J. E. WOOL,

United States Army.

LOUISVILLE, KY., Nov. 16, 1838.

SIR: I had the honor to forward to you, a few days ago, by Lieut. Palmer, of the corps of topographical engineers, the sketches which were made the past summer, agreeably to your orders, of the several localities selected for military posts on and near the frontier of the State of Maine.

I now avail myself of the earliest opportunity to submit to you my observations upon the general topographical features of the portions of country examined in the course of our reconnoissance, together with my views upon the importance of establishing garrisons at the points alluded to, in order to guard that frontier against invasion from a foreign or neighboring enemy, in the emergency of our country being involved in a war.

By the orders of the War Department, we were excluded, in the course of our examinations, from entering any portion of the territory claimed by the State of Maine, and now in dispute between the Governments of the United States and Great Britain, as to the right of sovereignty and jurisdiction under the treaty of 1783. The territory thus in dispute presents a frontier more than twice as extensive, upon the borders of Lower Canada and New Brunswick, as that which is acceded to by both nations under the terms of the treaty; and our examinations were restricted, 1st, To that portion of the boundary upon the northwest, which is marked by the highlands lying adjacent to and immediately between the head

waste the country, of advancing to the seaboard and destroying its cities, and then covering his retreat, or of fortifying himself in the possession of them; at the same time cutting off all communication with our own fortifications, by means of his army from within, and by blockade from without.

In advancing these ideas, I am not unmindful of the argument so often urged, even by some of our most distinguished public men, that it would be impracticable for any foreign enemy to march an army through the interior of our country, or to effect a lodgment within it, annoyed as he would be at every step of his progress by our regular and concentrated militia forces, who would have the advantage of attacking him from the mountain passes and other fastnesses, affording cover and security to them, at the same time that they would be formidable barriers to him, and render him liable to be cut off in detail.

It is certainly to be hoped that such would be the fate of any enemy who should make an attempt of this sort, and unquestionably every effort justly to be expected from our small regular force, aided by our patriotic but undisciplined militia, would be made to entail it upon him. Nor need we doubt that, under equal circumstances of discipline and numbers, we should be enabled to contend successfully against any foe. But this is not the aspect in which the question presents itself, nor in which it should be viewed in contemplating the subject of our military defences, or the security of any portion of our territory against foreign aggression; for it would surely be unwise in us, who have nothing to gain, but much to lose, by a failure in realizing anticipations which the fortune of war alone might disappoint, to hazard, upon a contingency, that which it behooves us, as we value our liberty and independence, to secure beyond every reasonable doubt.

Our own past experience, as well as that of other nations, both of ancient and modern times, should teach us that the efforts of an ambitious foe, having at his command a powerful navy, a large and well-disciplined army, and ample means to keep them constantly in action, would always be commensurate with his own estimate of the value of the prize before him, and that, if once allowed to possess himself of a strong position within our territory, it would be more difficult and more costly to dispossess him of it, than to have repulsed him at the threshold, aided by well-chosen garrisons and defensive works, matured and strengthened in time of peace.

It was with the view of selecting suitable positions for such establishments that the reconnoissances were recently made upon the frontier of Maine, under your direction, and I will now proceed to submit to you, respectfully, the following remarks upon the advantages they seem to me to combine in reference to that object.

1st. In reference to that portion of our undisputed boundary which is marked by the highlands which divide the waters of the Moose and Penobscot rivers in Maine, from the waters of the Chaudière in Lower Canada, and constituting the northwest frontier of Maine.

This line begins at the northeast angle of the State of New Hampshire, in about latitude $45^{\circ} 20'$ north, and occupying an elevated and undulating ridge of highlands, extends, by a sinuous direction, generally from north 35° to 40° east for about seventy miles, when it reaches the lateral spur, or ridge, dividing some of the head branches of the Penobscot from the sources of the Walloostook, a tributary to the St. John's river, or rather a name which the St. John's assumes near its source. From this point the proper location of the boundary, under the treaty of 1783, is in dispute between our Government and Great Britain. Immediately adjacent to this portion of the highlands rise the sources of the Androscoggin, the Dead river, (a tributary to the Kennebec,) the Moose, and the Penobscot rivers, within the State of Maine on the one side, and the sources of the Chaudière and its tributaries, the De Loup and the La Famine rivers, within Lower Canada, on the other side. The country adjacent to the line on both sides is extremely rough, in some places mountainous, and generally marked by spurs shooting off in lateral directions from the principal ridge. It is almost uninhabited, being covered by a dense forest for some miles on either side, and although there are several deep indentations where the opposite waters approach and nearly interlock at their sources, there is at present, owing to the unreclaimed state of the country, but one practicable road which traverses it. This is the road which passes up the valley of the Kennebec, as far as the forks, or mouth of Dead river; thence it proceeds in a general direction of north 20° west, and in a distance of twenty-eight miles from the forks it crosses Moose river near its source, which is in the wood ponds. Here there is a thriving settlement and a considerable portion of cleared and cultivated ground. From Moose river the road pursues nearly the same general direction for seventeen miles, where it crosses the boundary line near a deep depression in the highlands, where the sources of the De Loup river in Lower Canada nearly meet the waters of the Penobscot in Maine; there is still, however, a marked elevation separating these waters. This is the pass which was selected by Lieutenant Colonel Long, of the United States topographical engineers, as the most eligible point for crossing the highlands, in locating the proposed railroad for communicating between the tidewaters of Maine and Quebec, when, in the year 1835, an examination was made of the whole route, by him, within the State of Maine, and by Captain Yule, of the royal engineers, within Lower Canada. On reference to the published reports of these two officers, and from information derived from correct sources while engaged in my reconnoissance near the frontier, as well as from my own observation during a journey in the stage to Quebec, I am enabled to state that the distance from this pass to Quebec is ninety-three miles; the first thirty miles of which, pursuing a north-northwest course, near the valley of the De Loup, passes over extremely rough and hilly ground, crossing at steep ascents nearly all the protruding spurs from the table lands to the river; whereas, by avoiding these projecting spurs, and occupying the smoother ground offered by the valley of the stream, an excellent road might be made, presenting very easy and convenient grades. The soil within this distance is indifferent, and the country but partially cleared and thinly populated, chiefly by Irish emigrants. From the mouth of the De Loup the road pursues a direction nearly northwest to Quebec, a distance of sixty-three miles, occupying the rich and beautiful valley of the Chaudière river until within fifteen or eighteen miles of the St. Lawrence. This valley is of gentle descent, and from half a mile to two miles wide. It is well settled by French Creoles, and in a good state of cultivation, and the road excellent; for the soil is well adapted to make it so, and the inclinations upon it are, with a few exceptions, gentle and easy. The same remark is applicable to the remaining portion of the road between the valley of the Chaudière and the St. Lawrence.

Within our own territory, between the frontier and the forks of the Kennebec, the route of the road has been very badly chosen, apparently without any preliminary examination of the country. Although great facilities exist for constructing a good firm road of gentle and easy grades throughout, no judgment whatever appears to have been exercised on the subject, and it has been conducted over almost every steep ridge which presents itself on the route, when, by slight deflections from the direct course, they might have been avoided, and gentle grades have been preserved; a desideratum of the utmost import-

ance to insure economy in transportation upon all roads, of whatever description.

The points proposed to be occupied by garrisons and for depots of supplies upon and near this frontier, are shown by sketches Nos. 1, 2, and 3, made by Lieut. J. E. Johnston, of the topographical engineers, who was my assistant upon this duty.

The position proposed for the principal military post is one mile and a half north of the point where the Kennebec road crosses Moose river. It is upon the eastern margin of the road, and occupies a commanding elevation between two small tributaries of Moose river, and will, when the ground shall be sufficiently cleared of its growth of timber, overlook the approaches for a sufficient distance from all directions. This position is exhibited by sketch No. 2. It is from one-fourth to three-fourths of a mile north of the custom-house kept by Mr. Lowell, and is a remarkably healthy position, affording easy access to an abundant supply of pure fresh water, either from neighboring springs or by means of wells.

A garrison established at this point, and properly defended by a fortification composed of earthen embankments, and aided by an advanced post, situated somewhere between Hilton's and the frontier line, (see sketch No. 3,) to watch the approach of an enemy and prevent surprise, would, besides being useful as a permanent military station in time of peace in aiding the enforcement of our revenue laws, and our laws of neutrality, in cases of emergency, respecting our foreign neighbor, serve, also, as a point for concentrating our regular and militia forces in prompt and immediate opposition to any hostile army that should in time of war attempt to assail us from the direction of Quebec.

Sketch No. 1 shows the position selected by you for the establishment of a depot of supplies at the forks of the Kennebec. There is a level piece of ground included between the two rivers, immediately above their junction and below the highlands to the north, of between thirty and forty acres, sufficient to accommodate all the buildings that would be required for store houses, &c. There is an easy communication from this point to the interior of the country and the seaboard, by means of the road which occupies the valley of the Kennebec, passing through Scowhegan, Norridgewock, Augusta, Hallowell, Gardiner, &c., and by lateral branches, to Bangor on the Penobscot. The resources of the interior and seaboard would be easily, therefore, commanded in supplying this depot with the requisite provisions and munitions. It would be highly important that the road between the forks and Moose river, a distance of twenty-eight miles, should be improved under an appropriation by Congress, and under the direction of a Government officer, possessing the requisite knowledge of the subject.

With these preparations, we should be enabled, with very great advantage, to command, in a few hours, a large portion of the resources of Maine and of her militia force, in addition to such a regular force as might be thought requisite for the purpose of protecting this exposed part of her frontiers from invasion. They would, moreover, in case of a war with our neighbor in that quarter, insure us a valuable *point d'appui*, from whence to attack our enemy within his own territory, and even to aid in conducting a siege against his strong fortress at Quebec; a desideratum not to be overlooked in the event supposed, and, in my opinion, by no means so difficult of accomplishment as has been apprehended. The whole territory between our frontier and the St. Lawrence is, in this quarter, undefended; and once properly fortified at this important point upon our own border, there is no reason why we should not be enabled to sustain and constantly supply, with every requisite, an army advancing upon Quebec.

It is proper here to remark, that in the commencement of our duties in this quarter, our attention was

invited to Moosehead lake, as affording an eligible position for a military post, at one of its extremities, for the purpose of checking any encroachment from Lower Canada, by way of a road already commenced and proposed to be opened from the northern extremity of that lake in a northwesterly direction to the frontier, and thence into Canada, intersecting the present Quebec road ten or twelve miles from the boundary. Our attention was accordingly directed to the examination of this line of communication. Having passed through the whole length of Moosehead lake in a steamboat, we found it to be a beautiful sheet of water, affording sufficient depth for steamboats of the largest class. The road, however, which had been mentioned to us, from its northern extremity to the frontier, consists merely of an avenue cleared of timber, but occupying a very humid, spongy, and rocky soil, and not in any manner improved so as to render it passable for vehicles of any sort, unless, indeed, it be for sleighs or sleds in winter, when the depth of the snow in this climate covers over its imperfections. It is, even then, I believe, used chiefly for hauling lumber to the lake, with the view of sending it down the Kennebec upon the opening of spring.

In the present condition of this lumber road, I do not conceive that it affords facilities for communicating with the interior of Maine, which deserve to be guarded by the establishment of a military post upon the lake. When this and any other improvements shall be so extended upon our borders as to increase the facilities for passing them and reaching the interior of the country, it will then be time enough to afford the proper protection, in a military point of view, to those passes.

2d. In reference to that portion of our undisputed boundary which is marked by the St. Croix river from its mouth to its source, and thence by a due north line to Mars hill, where the dispute arises as to its further progress.

In considering the subject before us, this portion of our frontier is rendered extremely interesting, in consequence of its proximity to the strong military garrisons at St. John's and Fredericton, situated upon the St. John's river in New Brunswick, and to Halifax, the great depot and arsenal from whence all maritime operations would be conducted against us.

This frontier presents a line of one hundred and sixty miles in extent, and is now entirely undefended, except at a single point, by the garrison of Hancock barracks, at Houlton. The garrison of artillery troops formerly kept up at Eastport, was withdrawn some two years since for the purpose of augmenting the forces in Florida. The position at Houlton seems to have been chosen with good judgment as a military post. It occupies a commanding eminence upon the Meduxenkeag stream, within one mile of our eastern boundary line, and about ten miles north of the source of the St. Croix. It is thirteen miles west of Woodstock, upon the St. John's river, in the province of New Brunswick, with which it communicates by an excellent road, which here joins the great military road communicating along the great St. John's valley, Madawaska river, Temisconata lake, &c., between the military posts of New Brunswick and Quebec, on the St. Lawrence. There is also an excellent communication, by means of the military road constructed under the quartermaster general's department, between Houlton and Bangor on the Penobscot, a distance of one hundred and seventeen miles, by which supplies of every kind are easily conveyed for the use of the garrison. This is one of the best constructed roads in our country, and should serve as a model for all our military communications of a similar nature. It was constructed under the immediate superintendence and direction of Lieutenant (now Major) Charles Thomas, of the quartermaster general's department. All that is requisite in reference to it is that a small appropriation

should be annually made by Congress for repairs required to amend damages arising from the annual use and wear of the road. This would require but a small sum annually, whereas, if long neglected, neither this nor any other road can remain in proper order.

It is said, and I believe truly, that Woodstock has been selected and determined on as a site for a British garrison. A glance at the map A, herewith submitted, will show at once the importance of this position in guarding the great military communication between the city of St. John's, Fredericton, &c., and Lower Canada. Its importance in reference to any contemplated assault upon our own territory from that quarter is equally great, for its communication with one of the most thriving frontier settlements of Maine is direct, and by an excellent road. The value of Houlton to us, as a military position, becomes then evident, for to it we should look for the means of checking any such hostile movement. It is also highly important that the garrison of this post should, as recommended by you, be augmented.

I would also suggest, as an important measure, that, in lieu of the stockade which now encloses the garrison, a proper field work should be constructed of earthen parapets and ditches, of sufficient dimensions to contain a full garrison of regular troops, besides such number of militia as would have to be concentrated here for the defence of this important point on our frontier line, in time of war.

It appears to me that these stockade enclosures are only advisable upon a sudden emergency, and as defences against Indians, who can only bring small arms to operate against them, and who have seldom been known to risk an escalade.

They would scarcely afford a temporary defence against the lightest calibre of field artillery, and are too easily fired by missiles to justify their adoption for the security of any military post, liable to be assailed by a civilized enemy, but more especially for a frontier one, intended to afford protection to the interior and surrounding country. The construction of these more permanent and secure defences, would not be, by any means, costly, for, after being planned and traced upon the ground by a field engineer, the earthen banks could be thrown up by the troops designed to occupy them, who would receive a small extra compensation for this fatigue service, coming within their legitimate sphere of duty.

The other important points which are recommended to be guarded upon this frontier, are Eastport, our extreme eastern seaport, and Calais, at the head of ship navigation upon the southern margin of the St. Croix river, with posts of observation at or near Western post office upon Grand lake, distant thirty-two miles from Houlton, and at Amity post office, two and a half miles west of the monument, erected to designate the head waters of the St. Croix, and fourteen miles from Houlton. These positions are all upon the road which has recently been opened by the most direct practicable route between Houlton and Eastport. The route of this road has been judiciously traced almost throughout its extent. It has not, however, been constructed in a manner to render it sufficiently permanent for the purposes of a military communication. The country, being for the most part moderately undulating, offers facilities for an excellent road, varying at a few points only from the present route, and it should be perfected at the expense of the General Government, under an appropriation by Congress. The distance, by this road, from Houlton to Calais is ninety miles, and thence to Eastport is thirty miles.

The defences at Eastport consist, at present, of a stockade enclosure for the accommodation of about one hundred troops, and a small artillery battery, now in a state of dilapidation, overlooking the roadstead, near the wharves, where vessels usually are moored. I deem it needless for me here to offer any

remarks upon the proper defences of this port, as it has already been embraced within the seacoast defences recommended by the board of engineers for fortifications.

The fortifications, however, which would be requisite to defend Eastport against the occupancy of a maritime enemy, could not prevent him from entering and commanding the navigation of the St. Croix river, by way of the La Tete passage, which is entirely without the range of artillery from Eastport.

Calais would then become an important point, to be occupied by such number of troops, and by such defensive works, as would prevent the enemy from debarking his troops for the purpose of operating against this part of our frontier.

It would at the same time become an important point from which to check any advances that might be made from the strong posts at St. John's and Fredericton in New Brunswick, or from whence to conduct an attack upon those positions; a measure which, if vigorously pursued, in conjunction with a similar demonstration upon Quebec from the proper quarter, ought to be productive of important results, far more creditable to our arms and to our national character than a mere passive defence of our soil, by the manœuvring our troops against those of our enemy, upon an equal field, within our own borders. Our aim should be to cripple our enemy by cutting off his line of communication between Canada and his important depots in New Brunswick and Nova Scotia.

Our own frontier depots well established and well defended, we ought to be enabled to carry the war within the territory of the enemy, and to supply our own army from our abundant resources at home, and not more distant than three to five days' march from the principal points to be attacked.

Immediately fronting Calais, and on the opposite bank of the St. Croix, is the village of St. Stephen's, which now communicates by a good road with the city of St. John's, eighty miles distant.

A road is now being opened, as I am informed, from St. Stephen's to Fredericton, which it is supposed will be shortly completed, and will be about seventy-three miles long. These will afford great facilities to whichever shall be the attacking army, in case of a war between the two countries. A reference to map A will show the routes of these roads, as derived from sources of information which I conceive to be correct. I did not consider myself authorized to go beyond our own frontier line in the course of my reconnoissances, but at the same time I did not hesitate to seek information from such sources as I believed could be relied on, in reference to this subject.

The topographical sketch which I made of Calais and the surrounding country, already submitted to you, shows the military command of all the principal positions, from which a suitable point for a garrison can easily be selected. There should be a field work here, constructed in the same manner as that recommended for Houlton, and a road of communication with Bangor should be opened by the most direct practicable route.

The establishment of an armory at Bangor would be an important measure in aid of the defences here contemplated. One of the principal seacoast defences projected by the board of engineers, for this State, is for a position opposite to Bucksport, near the mouth of the Penobscot river. This, when completed, as it should be shortly, will insure that security to Bangor, which, with its other advantages, will render it one of the most eligible positions that could be selected as a great depot of arms and munitions of war.

The latitudes and longitudes of the positions indicated in the list already submitted to you, were derived from astronomical observations, made with care, and with good instruments.

It is hoped they will be found to add some important information to that heretofore existing, in regard to the geography of Maine.

In those observations and calculations which were made between the 28th of June and the 27th of July, I was assisted by Lieut. J. E. Johnston, of the topographical engineers.

A similar series for the same period was made by himself, and as our results corresponded almost exactly, I was anxious to have submitted his in detail, with my own, but after he was withdrawn from my command, his required attention to other duties did not allow him time to present them in the form in which it was desirable to have them. His, however, can yet be done so soon as an opportunity shall occur.

All which is respectfully submitted by, General, your obedient, humble servant,

JAMES D. GRAHAM,

Major U. S. Topographical Engineers.

Brig. Gen. JOHN E. WOOL,

United States Army.

Statement of "the number of troops now employed within the State of Maine, and the posts at which they are stationed," taken from the latest returns in this office.

Post where stationed.	Description of troops.	Aggregate of force.
Hancock barracks at Houlton, Maine.	Three companies of the 1st regiment of artillery.	113 officers and men.

ADJUTANT GENERAL'S OFFICE,

Washington, Dec. 26, 1838.

Respectfully submitted,

E. SCHRIVER,

Assistant Adjutant General.

To Major Gen. A. MACOMB,

Commander-in-chief, &c. &c.

Antonio Lopez de Santa Ana is again President of the Republic of Mexico. What a chequered life has his been! First distinguishing himself in public life (in 1821) as the supporter of Iturbide; then in arms against him, and chiefly instrumental in his fall, and in procuring the adoption of the Federal Constitution; in a year afterwards, attempting and failing to obtain the title and power of Protector of the Republic; then for five years living in retirement, out of public employ; re appearing in 1828, on the news of Pedraza's election to the Presidency, raising the standard in favor of his opponent, Guerrero; then defeated, driven to the mountains, and outlawed; recalled almost immediately, and placed at the head of the army sent out to oppose him; then (in April, 1829,) made Secretary of War and Commander-in-Chief of the army; in that capacity repelling and conquering the ill-digested Spanish invasion under Barradas; soon after, driven from office with the President Guerrero; again in arms, driving Bustamante from power; then succeeding to the Presidency of the Republic, and, whilst President, in the midst of a successful military career, beaten, captured, and held prisoner by the Texans; released by them, repairing to Washington, and sent home in a public vessel of the United States; there coldly and repulsively received; retiring to his farm for two years; called from it to head an army to resist the invasion of the Mexican territory by the forces of France; in a gallant sally, losing his leg, and almost his life; and hey, presto! by another sudden revolution of things, again President, and in effect Dictator, of the Mexican Republic!—*National Intelligencer.*

WASHINGTON CITY;

THURSDAY, FEBRUARY 28, 1839.

THE NORTH-EASTERN BOUNDARY QUESTION has suddenly assumed a threatening aspect. It being ascertained that a number of persons had cut, and intended to carry away, a large quantity of timber on the banks of the Aroostook river, a tributary of the St. Johns, the jurisdiction over which is claimed both by the State of Maine and the Province of New Brunswick, the Legislature of Maine passed a resolution on the 24th ult., authorizing the Governor to send a competent civil force to drive off the trespassers. Accordingly the Land Agent, RUFUS MCINTIRE, formerly member of Congress, with about 200 men, was despatched to the scene of depredations. The trespassers retreated, but learning that Mr. McIntire was at a public house in the vicinity, a portion of them went there, took him prisoner, and carried him to Frederickton, where he was lodged in jail.* On hearing of this transaction, Gov. FAIRFIELD sent a message to the Legislature, still in session, and a resolution was immediately passed, *nem. con.*, appropriating \$300,000, and authorizing the employment of 8,000 men to drive off the trespassers. Application was likewise made to the Governor of Massachusetts for aid, who referred the subject to the Legislature of that State.

Information was communicated at the same time to the President of the United States, who has made it the subject of a special message to Congress; but it is so near the termination of the session that it seems hardly probable any measures, except those of a contingent character, will be adopted.

The military forces, ordered out by the Governor of Maine, have been partly organized and proceeded towards the scene of dispute; it is devoutly to be hoped, however, that the point in controversy will be adjusted amicably and without bloodshed.

It seems to be an appropriate occasion to lay before our readers the reports of Gen. WOOL and Major GRAHAM, who were sent last summer to reconnoitre that section of country.

* Mr. McIntire has been released, and returned to Bangor.

Prior to the departure of the French steam frigate *Veloce* from Baltimore, an entertainment was given to her officers by the municipal authorities of that city, and another by the French residents of Baltimore. Officers of the army and navy were present at both, as invited guests, and the utmost cordiality and good feeling prevailed. The proceedings at length occupy too much space for our columns. The French officers were highly pleased with the friendly reception they met with from all, and left the most favorable impression of their own urbanity and good will towards us.

ERRATUM.—In page 139—1st col., 36th line—insert, after the word "*personnel*," the following: "of a company of foot artillery or the *personnel*."

PROMOTIONS AND APPOINTMENTS,
IN THE NAVY AND MARINE CORPS.

By and with the advice and consent of the Senate.

JOEL ABBOT, now a Lieutenant, to be a commander in the Navy, from the 8th Dec., 1838, to supply a vacancy.

Charles W. Pickering,	Luther Stoddard,
Overton Carr,	Wm. M. Walker, and
William B. Ludlow,	George R. Gray,

now Passed Midshipmen, to be Lieutenants in the Navy, from the 8th Dec., 1838, to supply vacancies

John S. Devlin, of the District of Columbia, to be a Second Lieutenant in the Marine Corps, to supply a vacancy occasioned by the resignation of Wm. H. Brewster.

Algernon S. Taylor, of the District of Columbia, to be a Second Lieutenant in the Marine Corps.

Major Gen. SCOTT arrived in this city last Saturday, on a temporary leave of absence from his Head Quarters on the northern frontier. The unexpected turn which the northeastern boundary question has taken, rendering it necessary that prompt measures should be adopted to restore quiet to that frontier, we understand that Gen. SCOTT will leave the city to-day or to-morrow, on a special mission to Maine, where his firmness and discretion will no doubt effect an arrangement to the satisfaction of all parties.

Major Gen. JESUP arrived in this city a few days since on a short visit. We understand that he will not at present resume his duties as Quartermaster General. His private affairs, having materially suffered during his long absence in the Creek and Seminole campaigns, require his further attention. During his recent visit to Kentucky, he had another attack of hemorrhage of the lungs, but we are pleased to learn that his health is now good.

The valuable aid rendered to merchant vessels by our Revenue Cutters, is almost daily manifested. The following card, published in the New York papers, affords another instance. The opportune arrival of the Washington no doubt prevented the commission of a worse crime than mutiny.

Captain Latham, of the ship Washington Irving, presents his respects to the officers of the United States revenue brig Washington, and solicits them to accept his sincere acknowledgments for their prompt and efficient aid in suppressing an attempt at mutiny by a part of the crew of said ship, after she had left New York. The mutineers were not aware of the location of the Washington, as she was alongside the public wharf at the quarantine ground, Staten Island, and could not be seen until abreast of her: the presence, however, of an excellent and energetic officer from the cutter, immediately after the situation of the ship was known, soon relieved the master of the Washington Irving from a disagreeable responsibility, for which he feels most grateful.

FLORIDA WAR.

Correspondence of the Army and Navy Chronicle.
TAMPA BAY, Jan. 30, 1839.

Brevet Col. Davenport with his staff, consisting of Dr. McLaren, Ass't Surgeon, Capt. McCrabb, Ass't Quarter Master, Lieut. J. E. Blake, Topographical

Engineer, and Lieut. Plummer, Adjutant 1st infantry, left here early this morning with one company of the 2d dragoons and four companies of the 1st infantry, officered as follows: Lieut. Croghan Ker, commanding dragoons; Lieut. Granger, commanding company "A;" Capt. E. G. Mitchell, company "F," Lieut. Pew, subaltern; Capt. Wm. Day, company "H," Lieut. King, subaltern; Capt. W. R. Jonett, commanding company "I," 1st infantry. Better troops never took the field. This command is to scour the country hence to To-hop-ke-li-ga, (not being in possession of a Seminole geography, I do not stickle for spelling these Indian names correctly,) and on its return, I believe the General's present intention is to proceed southward and ferret the enemy out in their fastnesses; to do this, I presume, several mounted companies will take up the line of march towards the O-kee-cho-bee, whilst the foot, in boats, will proceed to the southern coast and march thence into the hammocks abounding in that region. This will doubtless prove a laborious and dangerous expedition; but whether in making all hands comfortable, whether in undergoing privations, confronting danger, or meeting all the vicissitudes of a soldier's life in the field, our old hero of a general takes the lead, and his troops follow him with a good heart.

The General (Taylor) is at present at this post with his indefatigable Assistant Adjutant General, Captain Griffin, 6th infantry, and aid, Lieut. Grandin, 4th infantry, planning his next and most arduous campaign. This post is commanded by Major McClintock, of the artillery, (Adj't J. M. Clendenin, 2d infantry, his adjutant,) and garrisoned by companies "D" and "K," 1st infantry, and one company of artillery, the latter commanded by First Lieut Buckner Board; "D" by Capt. Thos. Barker, Lieut. Reynolds, his subaltern; "K" by Capt. J. J. Abercrombie, First Lieut. J. R. B. Gardenier, subaltern. The other officers remaining at the post are, Surgeon R. C. Wood, Medical Director this side of the Peninsula; Surgeon N. S. Jarvis, Medical Purveyor and Superintendent General Hospital; Ass't Surgeon Worrell, Post Surgeon; Capt. P. Morrison, 4th inf., Emigration Agent; Lieut. Scarritt, U. S. Engineers; Capt. Dusenbery, Ass't Qr. Master; Lieut. Walbach, ordnance officer; Major Frazer, Paymaster; Capt. J. C. Casey, A. C. S.; Lieut. Davidson, 2d infantry, clothing officer. Lieut. G. A. H. Blake, with one company of dragoons, and Lieut. Graham, left here this morning for Fort King, where he will leave half his company with Lieut. G. to scout under the direction of Capt. J. Munroe, and proceed with the other half to Fort Micanopy, to report to Major F. S. Belton, 4th artillery. Capt. Backus, (with subalterns 1st Lieut. W. H. Storer and 2d Lieut. Mumford,) commanding mounted company "G," 1st inf., occupies Fort Clinch, on the Outhlacoochee, and scours the neighborhood. Fort Cross, 46 miles from

here, is commanded by Lieut. Wood, 1st infantry, and garrisoned by Ass't Surgeon B. W. Woods and a small detachment. Lieut. Col. Cummings, with a detachment of artillery, and two companies of 2d infantry, are at present cutting a road beyond Hitch-ee-puck-sas-sa. Capt. Winder, 2d dragoons, lately captured fifteen Indians. Tampa is delightfully healthy, the nights rather cool, but the days like your May weather; no climate can be superior.

January 31.—Major R. A. Forsyth, Paymaster, U. S. A., with his clerk, Mr. Reese, and also 1st Lieut. McAllister, 1st infantry, arrived here to-day from New Orleans.

February 1.—General Taylor, with his aid. (Lieut. Grandin,) Adj't General, (Capt. Griffin,) and Engineer, (Lieut. Scarritt,) left here at dawn, escorted by half a dozen dragoons, for Tohopkilaga. Lieut. McLaughlin, U. S. navy, (with Midshipman Contee,) in command of schooner Wave, dropped anchor in the harbor last evening, and will weigh for Key West early to-morrow.

February 2.—Capt. Bonneville and Lieut. Forbes Britton, with one company of the 7th infantry, mustering 44 strong, arrived in harbor this afternoon from Fort Gibson, (from New Orleans in a schooner,) officers and men well. Col. Cummings, with Lieut. A. T. Hoffman and a few mounted men, arrived here yesterday evening from Hitch-ee-puck-sas-sa—reporting to have seen Indian trails of a recent date running south. Col. Davenport's command, instead of returning here, I understand, is to move from Tohopkilaga directly to the Everglades. I presume the other troops will move from this place about the 15th instant. "51."

FLORIDA WAR.

Extract of a letter, dated GAREY'S FERRY, Feb. 14, 1839.

Major Churchill left on the 12th, with A company, 3d artillery, and Captain Russell's company, 2d infantry, for Key Biscayne, in the Poinsett. Gen. Taylor leaves Tampa on the 20th instant, for the everglades, and with commands moving simultaneously from Forts Pierce, Lauderdale, and Dallas, to operate in that quarter.

Captains Winder and L. J. Beall, 2d dragoons, have been actively and successfully employed operating between Fort Butler and the Big Cypress swamp, and have come across two parties, amounting to forty men, women, and children. In the last party were ten warriors—Sam Jones's cousin among them, with the fine war-name of the "Crazy Wind." Two of the party captured were Micasukies.

One of the Indians captured offered Col. Twiggs to take a party direct to where Coacoochee and a party of Indians are encamped. Col. T. has sent him as a guide to Major Ashby, and important results are hoped for. The fellow stated that his wife and children prisoners were good security for his faithfulness.

Another letter of same date says: Captain Lloyd Beall's company has just reached here on the way to Okefenokee.

ARRIVALS AT WASHINGTON.

Feb. 15—Maj. J. L. Smith, Engr C'ps, Union Hotel, G. T.
18—Capt. G. W. Cullum, do Mrs. Latimer's.
20—Major J. W. Ripley, Ordnance, Fuller's.
Captain W. Maynadier, do G Street.
21—Capt. I. M. Washington, 4th arty., Gadsby's.
Purser S. P. Todd, navy, Mrs. Cassaway's.
22—Maj. Gen. T. S. Jesup, Q. M. G., Un'n Ho'l, G. T.
23—Major General W. Scott, Gadsby's.
Captain R. Anderson, A. A. G. do
Lieut. R. Bruce, navy, do
24—P. Mid. J. W. Cooke, navy, do
P. Mid. F. S. Haggerty, do do
Mid. C. E. Flemming, do do
26—Lieut. Edward Deas, 4th artillery, do

PASSENGERS.

CHARLESTON, Feb. 17, per schr. Stephen & Francis, from St. Augustine, Captain J. M. Washington, of the army. Feb. 18, per steam packet Governor Dudley, from Wilmington, Lieutenant L. B. Northrop, of the army. Feb. 19, per steam packet North Carolina, from Wilmington, Lieutenant Winder, of the army. Per steam packet W. Seabrook, from Savannah, Captain Mansfield, of the army.

COMMUNICATIONS.

REPORT OF THE SECRETARY OF WAR.

ARTILLERY TACTICS.

MR. EDITOR: I send you an extract of a letter from one of the most talented military gentlemen (not of the army,) in the republic, on the subject of artillery tactics; it is, rather, a stricture on the annual Report of the Secretary of War, and, presuming on your impartiality, I will thank you to transfer it to your columns, for the use and information of the army. W.

The Secretary of War recommended to Congress to equip the four regiments of artillery of the United States army with the *matériel* of war, properly organized with train corps for field service. Good so far. Speaking of the ordnance corps, he says, among other things, that "A series of experiments have been ordered, which will determine the precise character of the field and heavy artillery,* and it is then proposed to arm the artillery regiments, which have hitherto acted as *infantry when in the field*, with their proper arm. There is not at present a *complete train* of artillery for a single one of the four regiments in service; and I beg leave to suggest the necessity of an appropriation for the purpose of furnishing the number of pieces required to arm the existing regiments properly, as well as to furnish batteries for *two battalions of light artillery*." (He means here battalions of horse artillery, four of them.) "I would recommend," he continues, "the establishment of a rocket brigade. (This brigade means a troop of mounted men as rocketeers, an Austrian and English notion.) These projectiles have lately been brought to great perfection in Europe," says the Secretary, "and are now regarded as a formidable addition to the efficiency of arms." (By whom, and when, and where, has *this efficiency of rockets in the field* been demonstrated? The English and Austrians have been vaunting them, 'tis true; but the French, Prussians, and Russians, as far as I have yet seen, smile at *the efficiency of rockets in the field* against artillery, and feel willing to risk shells from 24-pounder howitzer-batteries against them; and well they may. Rocket batteries are pretty admonishing fire works, it is true, and as good as a target to draw the true aim and direction from batteries of such howitzers. You might as well attempt to direct

* We presume this means to determine a *scale of elevation* for our new ordnance.

an old witch on a broomstick in a gale of wind, hot from hell. Let the fate of a campaign in Europe be first shown to have depended on such scare-crow missiles, and then it will be time enough to give credit to the efficiency of such *fiery dragons* of Sir William Congreve, or somebody else, against a civilized, disciplined foe. Against Indians in hammocks it may do, and therefore available in Florida.) "That of the United States, although comparatively so small, (the army,) should not be entirely deficient in any of the elements which go to make up the power and efficiency of the best constituted armies of Europe. With four regiments of artillery, we are nearly without field pieces and trains; we are without *light artillery* altogether, and have yet to learn its management," (what a confession!) "and we are entirely ignorant of the use of so formidable a weapon as the rocket!" (I said so above.) "These deficiencies in an arm, which, in modern warfare, produces the most decisive results, ought to be remedied without delay." Undoubtedly, as far as the artillery is concerned; but when and where, at what battle in the field, did the *rocket brigades* of England or Austria help "to produce the most decisive results?" I never heard of it, nor saw a statement corroborative of the truth of it. *It must have been at Navy island.* A remark or two more on this matter. The Secretary means well, but does not understand accorded definitions of some military terms of organization as now accepted, as I think. Field artillery is divided into two branches: horse artillery and foot artillery. All field artillery is virtually *light artillery*, as contradistinguished from the siege trains, or heavy artillery, of an army; and the same battery of field artillery can be, and is, served by either the *personnel* of a troop of horse artillery. There is no difference as regards the *materiel*; that is, the cannon, howitzers, and train of drivers of the foot artillery or horse artillery; both branches are light or field artillery batteries, whether of howitzers entirely, or cannon entirely, or mixed, as is the general practice of Europe. The French have two howitzers and four guns to each battery; and batteries entirely of howitzers, but no batteries of cannon only! The English have batteries of five guns and one howitzer; also batteries entirely of howitzers; as in defence of Hugomont at Waterloo; *Battalion* of light artillery, as an *infantry* demonstration. Squadron of horse artillery is a better distinction, and may consist of two troops or batteries. By a *battalion of light artillery* you have an indefinite expression. You do not know whether it is of foot or horse artillery. Common-sense terms are now used, such as batteries of foot artillery, and batteries of horse artillery, and need no explanation. This shows plainly that proper attention is not paid by the War Department to the characteristic distinctions of terms applied to the unit force organization of an army for the field. Infantry is organized into battalions, (its unit force;) cavalry into squadrons, (its unit force;) and artillery into batteries, (its unit force.) In service, the horse artillery does duty with the cavalry, and the foot artillery with the infantry.

DRY DOCK, NEW YORK.

NEW YORK, 25th February, 1839.

SIR: In the communication from me, published in the Army and Navy Chronicle, 7th inst., I say, "In support of this position it may be stated that it was necessary to dredge a channel for the Ohio from the place where she lay in ordinary to the shears, and after taking in her guns at the shear wharf, it became necessary to land them before she could be worked into the East river."

I have received a letter from a highly respectable friend, an officer, whose position enables him to know how far I was correctly informed, better perhaps than any other person, and he writes me, under date 21st inst., "The Ohio left the shear wharf for the

East river fully equipped and manned, and with four months' provisions and three years' stores on board."

I hasten to make the correction as far as it goes, as my object was, in candor and fairness, to place the facts before the Naval Committee, to enable them to come to a just conclusion.

I am, very respectfully, sir,

Your obedient servant,

JOHN TRAVERS.

To the editor of the Army and Navy Chronicle,
Washington.

DOMESTIC INTELLIGENCE.

From the Baltimore American, Feb. 22.

DEPARTURE OF THE VELOCE.

We noticed yesterday in brief terms the departure of the French steam frigate from our harbour. She was accompanied as far as Annapolis by the steamboat Carroll,—having on board the members of the City Council, and a large number of ladies and gentlemen, with a fine band of music. The steamboat Relief, containing the President and Directors of the Chesapeake Steam Towing Company and a party of invited guests, left at the same time. As the frigate left the harbour, she fired a parting salute of twenty-one guns, and went down the river against a strong head wind.

A number of guests, including Mr. HERSANT, French Consul of Philadelphia, and Mr. MORTON, French Consul of this city,—were invited to take passage in the *Veloce* as far as Annapolis, in order that they might witness the operation of her machinery. It is needless to say that the easy and beautiful working of her ponderous engines excited universal admiration. Indeed, so little noise was created by them, that the visitors on board were not aware that the *Veloce* was in motion, until apprised of it by the movements of the crew. Her engines are of two hundred and twenty horses power, and are of English manufacture.

It was a source of much regret that the unfavorable state of the wind did not allow the use of her sails, as the peculiar rig of the vessel rendered her in this respect an object of curiosity. Her masts, which when elevated are quite lofty, can all be lowered to the deck, and her main and fore yards,—each composed of five separate pieces, and when not in use are folded up and placed firmly against the masts,—are capable of being extended to a great length—the main yard measuring 120 feet, and the fore yard about 100 feet. The immense surface of canvass which she is thus enabled to spread, causes her to be propelled with a good breeze about twelve knots an hour, while with her steam the utmost speed that can be obtained is ten or eleven knots.

About two o'clock, the *Veloce*, in company with the two steamboats, arrived in the outer roads of Annapolis, and came to anchor. At that moment the steamboat Maryland, having on board the Governor of the State, the members of the Legislature, and a large number of ladies and gentleman from Annapolis, approached the frigate, and saluted her with three hearty cheers, which were promptly responded to by an animated "Vive le Roi." The Commodore immediately manned his barge, went on board of the Maryland, and invited the Governor to visit the *Veloce*. The invitation was promptly accepted, and Governor GRASON went on board, accompanied by Col. J. B. WALBACH, U. S. Army, and the following joint committee of both Houses of the Legislature, viz.—On the part of the Senate, Messrs THOMAS, President of the Senate; D. STEWART, of Baltimore; PRATT, of Prince Georges; and GOLDSBOROUGH, of Queen Anne; and on the part of the House, Messrs. RIDGELY, of Anne Arundel, Speaker; SCHLEY, of Frederick; WILLIAMS, of Harford; SOLLERS, of Calvert; and PAGE, of Dorchester.

After the ceremony of their reception, Mr. STEW-

ART, on behalf of the joint committee, tendered to the Commodore and his staff "a cordial welcome on the part of the State, and expressed a desire to receive them as the guests of the State at her metropolis, and to offer them, in the form of hospitality to the stranger, some token of the ancient and perfect friendship which binds the United States to France." The *Veloce* then fired a salute of twenty-one guns, which was promptly answered from Fort Severn.

The scene at this moment was extremely beautiful, and the emotions it created will not soon be forgotten by those who witnessed it. The day was remarkably fine, the sun shining with the genial warmth of Spring—the broad bosom of the Chesapeake scarcely ruffled by the slightest breeze—the animated buzzes from the crowded decks of four handsomely decorated steamboats—the delight of the ladies expressed by the waving of their handkerchiefs—the enlivening strains from a fine band of music—and the distant thunder from the cannon of Fort Severn, as it echoed and re-echoed from shore to shore—all combining to create feelings of an exciting and delightful character.

Having partaken of a collation on board the *Veloce*, the Governor invited the officers of the *Veloce*, the members of the City Council, and the gentlemen from Baltimore, to visit the City of Annapolis, in the steamboat Relief. The invitation was accepted, and the whole party repaired to the Governor's mansion, where, as the officers had been introduced to the members of his family, they found a collation provided for them.

At the table, Mr. WILLIAMS of Harford, after briefly alluding to the satisfaction which had been derived from an examination of the frigate, gave as a toast, the memorable words of Louis XIV., "*Nec pluribus impar.*"

The Governor also took occasion, in a happy and appropriate address, to allude to the long friendship which had existed between France and the United States, and especially to the important services rendered by France in our war with Great Britain, and concluded by offering a toast expressive of his hope of a perpetual continuance of the present firm bonds of amity.

Commodore BECHAMEIL made a suitable reply, and concluded by offering the following toast:

France and America.—They have always the same end in view—the liberty of the people.

The following toasts were then given, and received with much good feeling.

By GOVERNOR GRASON—Louis Philippe—the soldier, the citizen and patriot—just to himself—just to his nation—and just to the United States.

By Commodore BECHAMEIL—To the President of the United States—May he know how much the officers of the *Veloce* have been disappointed in not being able to visit Washington on the 22d February.

By Capt. FRANKLIN BUCHANAN, U. S. NAVY—The officers of the French Navy—distinguished not less for their bravery than for their politeness.

By the Hon. GEORGE C. WASHINGTON—The memory of Lafayette.

Commodore Bechameil then desired to renew his grateful acknowledgments to the Governor, and the members of the Legislature, and through them to the citizens of Annapolis, for the distinguished honors which had been conferred upon them, and regretted that he was not able to prolong his stay and partake of the festive enjoyments in which he had been invited to participate.

The Commodore and his officers returned to the ship *Veloce* in the steamboat Relief, accompanied by all their friends from Baltimore. During their short sojourn in this city, the amiable deportment and charming manners of the officers had won for them many warm friends. The moment of separation was therefore one of regret, equally and sincerely participated in by all. As the Relief left the frigate, the

parting cheers from both vessels renewedly expressed the good wishes and kind feelings entertained on both sides.

We omitted to say in the proper place, that previous to leaving the harbor, Commodore BECHAMEIL, in the presence of a number of gentlemen expressed great solicitude to have it made known that he had designed to remain at Annapolis long enough to reciprocate the most cordial civilities with the public authorities assembled there, and the citizens of the place, but that having just been officially informed of the death of one of the daughters of his King (in which calamity it was his inclination as well as his duty to sympathize) he found it no longer in his power to do more than carry out that part of his plan which contemplated paying his respects officially to the Governor of Maryland, with the honors of a salute in case his excellency thought proper to visit the ship. That he should feel himself compelled, as soon as every mark of respect was paid to the Governor, to abstain from all other ceremony or festivity, and to proceed without a moment's delay on his voyage to France, where every feeling heart now participates in the bereavement and grief of the royal family.

Commodore B. seemed also anxious to have it understood by the President of the United States, members of Congress, and citizens of Washington, that he had, for several days, secretly cherished the hope of appearing with his ship at Washington, by surprise, on the morning of the 22d February, and of manifesting his own respect, and that of his nation, for *Washington's birth day*, and firing a salute off Mount Vernon at day light, another at noon at the Navy Yard, and another at sundown within the hearing of the citizens of the District of Columbia. In this manner he had hoped to testify at Washington, in the presence of the National Councils, his gratitude for the attentions shown to his flag in Baltimore, and he repeatedly declared it would always be a subject of deep regret to him that he could not ascend the Potomac according to his original intention when he entered the Chesapeake, or now, when he had again promised himself that high satisfaction.

The gentlemen who received this communication from Commodore Bechameil were earnestly requested not to omit the publication of it extensively, and at the same time to do him and his officers the favour of expressing their gratitude for the kindness shown to them in Baltimore, which they can never forget.

FRENCH ARMED STEAMER.—The Government steamer *Veloce*, fitted out with Captain Bechameil's new invention for working the vessel either with sails or steam, which left Rochefort for Mexico, was fallen in with by a Spanish ship, in 40° of north latitude, and 14° of longitude, west of Paris. Captain Bechameil took this opportunity of sending home an account of his observations as to her rate of sailing. When under sail, with her top-sails, studding-sails, and royals set, her rate for two days and a half was 11 knots and a half an hour.

It had been ascertained that all her canvass, amounting to fifty-four pieces, might be taken in in forty-five minutes, and set again in fifty minutes. All was well on board, and when the Spaniard came up, the *Veloce* was using her engine only.—*Galigani's Messenger.*

THE NAVY.—Much has been said recently about the relaxation of the discipline of the navy—and we fear with too much truth.

We have excellent *materiel* in our navy. It only wants to be exercised, and roused into activity. Our national vessels should cruise in every sea. Wherever commercial enterprise sends the freighted bark, there the pennant of an U. S. ship of war should be seen. A Home Squadron should be established, to cruise on our coast at all seasons of the year, and

more particularly to afford aid to distressed merchantmen during the winter months. In a word, *our ships should be kept moving*—this would keep our officers in active employment, and our ships would soon be second to those of no other nation in efficiency and discipline.

The custom which has been long established, of assigning ships to a particular station for three years, is fraught with numerous evils, and is calculated to promote a relaxation of discipline in the navy, and damp the energies of our officers. The ships which are sent to the Pacific have little or no active duty to perform. Month after month, and in some cases for six months at a time, they lay in Callao Bay, with not a single incident of an exciting character to break the dull monotony, which casts a cheerless and benumbing spell over the officers and crew. The *esprit du corps*, which should be cherished in the service, and which contributes much towards the performance of noble and gallant deeds, is thus, for the time almost entirely destroyed. The officers, unless they differ from the ordinary classes of men, must soon become tired of the ship, and tired of each other—and cannot long cherish any great affection for the service. The same objections will also apply, in “these piping times of peace,” to our squadrons in the Mediterranean, on the Brazil coast, or in the West Indies, with this exception, that the blockade of Buenos Ayres and Vera Cruz, by the French squadrons, relieves at the present time, the *tedium* ordinarily incident to these stations.

It appears to us that the custom of stationing vessels for such a length of time on a particular station, is an exceedingly injudicious one, productive of no benefit, but of immense evil—and ought to be abolished, whenever the Head of the Department is really desirous of improving the discipline and adding to the usefulness of the navy. Let our national vessels, intended for foreign service, leave our shores, with an expectation of being absent three years. Let them spend a portion of that time in the Mediterranean, a portion of that time on the Brazil coast, among the West India islands, or in the Pacific, according to circumstances. New scenes, new places, and continual moving, would thus excite a healthy spirit, a cheerfulness, and an ambition among the officers and the crews, which would eminently contribute to their own happiness and honor, and to the advantage of the country.

Besides, by this arrangement, our national ships would occasionally be met with *on the ocean*. Now they are seldom seen in old Neptune's dominions. We have passed a considerable portion of our life in navigating the North and South Atlantic Oceans, and the Indian Seas, and although we have occasionally met with an American man-of-war in some West India or South American port—we never fell in with one at sea—but have often spoken with national ships bearing the English, French, or Spanish flags.

Our armed ships should be met with oftener on the seas—nor would the benefit be confined to the navy alone—for it is seldom that an American ship of war has proceeded to a foreign station without having rendered some valuable service to commerce or to individuals. It is but a short time since that Commander Percival, in the *Cyane*, on his way to the Mediterranean, heard of a pirate that had robbed a British vessel, and with a sagacity and perseverance which does him great honor, he pursued her, and succeeded in effecting her capture; and thus, perhaps, prevented outrages on property and life, to an incalculable amount. It is only a day or two since that we mentioned that Commander McKeever, in the *Falmouth*, picked up a boat's crew in the Straits of Magellan, who, without such providential rescue, must have perished.

We hope, therefore, that Mr. Secretary Paulding, who seems really to be desirous of elevating the condition and character of the American Navy, will

ponder upon these suggestions. His success in this praiseworthy undertaking, in our humble opinion, mainly depends on two things—*add to the vessels in commission—AND KEEP THEM MOVING.*—*Boston Mercantile Journal.*

BURIAL OF CAPT MARVIN P. MIX, OF THE U. S. NAVY.—The funeral of this distinguished Post Captain * took place yesterday, at 12 o'clock from Miss Mann's, 235 Broadway. The respect and regard entertained by his brother officers was manifested in their full attendance, and the honors paid in the imposing ceremonies of the naval service. The remains of this gallant and able officer were deposited in the family vault, at Bedford, Long Island. The officers of the navy attended in uniform, and Capts. Sloat, Perry, Stringham, Salter, and Lieutenants Sands, West, Marshall, and Newman, were pallbearers. On the Brooklyn side of the Fulton ferry, the procession was met by the band from the receiving ship, the marines from the navy yard, and a large body of sailors in the uniform of the U. S. navy, and proceeded up Fulton street to Bedford Church, where the episcopal service for the burial of the dead was performed by the Rev. Dr. Coit. The concourse of people attending was great, and all countenances expressed sincere sorrow and regret for the loss of a man who had so many claims to their regard as citizens, and to the gratitude of his countrymen.

After the body was deposited in the vault, the company of marines fired three volleys of musquetry over the grave, and returned in procession with the officers, band, and sailors to the navy yard. Every respect was paid that the high reputation of the officer, and the warm admiration of his friends required—and his memory will long live in the estimation of the naval service, and the recollection of his friends.

The life and death of this able and devoted officer furnish additional evidence of the inadequacy of our laws for the compensation of the noble men who sacrificed their lives in the service of their country. Civil station should never be regarded as a public profession; but in the army and navy the public service is necessarily a profession, and there would be neither public honor nor safety were it otherwise. The lives of the officers of our navy and army are devoted to the public for a pay barely sufficient to furnish a naked subsistence.

They are exposed to perils, hardships, and privations, which as effectually destroy life as the battle field and the mortal combat; and when the fell destroyer overtakes them in the meridian of life they close their eyes upon the world, leaving their untarnished honor and faithful service as the only legacy and inheritance to bereaved widows and orphan children. The hand of Government, which doled out a miserable pittance during the life of the brave, is shut and clutched when life departs, and a starving family is left to the world's cold charity and commiseration. It would not be surprising if the public service should be shunned, when such are its hardships and privations, its ends and its fruits.

Captain Mix sacrificed his life, and his death ensued directly from injuries and exposures in the public service. He entered the navy as a sailing master at the breaking out of the late war with Great Britain, in 1812, and was appointed lieutenant in 1813. He was on Lake Ontario at the time of Perry's memorable victory, and there had the command of the *Lady of the Lake*. After the war he went to the Mediterranean in the squadron that settled the difficulties of the United States with Tripoli. At the time of the piracies of the West Indians he was attached to the squadron of Commodore Porter, and

* Captain Mix held the rank of *Commander*, not that of *Post Captain*, in the navy.—*Ed. A. & N. C.*

commanded the Decoy ship. He was subsequently first lieutenant of the Lexington on the coast of Labrador, to protect our fisheries from the encroachments of Great Britain. He was then transferred to the Delaware ship of the line, and remained in her during a three years' cruise in the Mediterranean. He was promoted to a captaincy in 1831, and had command of the receiving ship at the navy yard, at Brooklyn for several years. In 1837 he was appointed to the command of the sloop of war Concord, and ordered to the West India station. Here he contracted disease, which resulted in a lingering and painful illness, and finally in his death. He was in Florida during the destructive and ruinous campaigns of the Seminole war, and there was first visited with sickness. He was in command of the Concord in the squadron under the command of Commodore Dallas, to settle the difficulties between Mexico and the United States, and was deputed by that officer to visit the civil authorities at Vera Cruz, on that occasion. He was then attacked by the yellow fever, and never after enjoyed good health. As an able commander and disciplinarian, an experienced seaman, a gallant and courageous man, he had few equals in the service, and he has left his family to the care and protection of that country to which he devoted his life.—*New York Times*.

NAVAL COURTESY.—A correspondent of the Boston Courier cites the following instances of the treatment of American vessels by American and French ships of war on the coast of South America, in which the comparison is not much to the credit of the former:

After the blockade of Buenos Ayres was declared by the French, the pilot boats stationed off Point Indio, in the river La Plata, were ordered away; consequently vessels taking pilots from Buenos Ayres were obliged to stop at Montevideo to land them; this was attended with detention and expense, as it was necessary to go into the harbor of Montevideo, and anchor, and go through the formalities of a visit from the authorities of the port; to avoid this was a desirable object, and when vessels of war lay anchored outside the harbor, it was a great convenience to merchant vessels bound down the river, to leave their pilots on board of them.

About two months after the blockade took place, the United States ship Independence lay anchored off Montevideo; an American brig came down from Buenos Ayres, bound to sea, and the captain had determined on leaving his pilot on board the Independence; accordingly the brig was hove to under the stern of the ship; the captain hailed, requesting of them the favor to send and take out the pilot, as the brig's boat was small, and it would take some time to get her in the water; the answer was that they would receive the pilot on board if he was sent. It was blowing fresh from S.W., a strong current setting down the river, and a rough sea; the brig's boat was got out, taking all the crew except one man to go in her, and with considerable difficulty got alongside the Independence, having to pull against wind, tide, and sea—the brig, in the mean time laying to, had drifted a great distance from the frigate. Now (setting aside the duty to do it) what trouble would it have been for this ship of war, with five hundred or more men on board doing nothing, and boats of every description unemployed, to have sent, when politely requested, taken the pilot out, and let the brig proceed on her voyage. It is presumed that Commodore Nicolson knew nothing of this, and only the officer of the deck. Mark the difference.

A short time previous to this, before the arrival of the Independence, the French Admiral, in the frigate Minerve, lay off Montevideo. An American vessel came down from Buenos Ayres, under similar circumstances, and requested permission to put the

pilot on board the frigate; they did not give the captain time to get his boat out, but immediately sent a boat from the frigate, took out the pilot, who was treated politely, and put on shore at Montevideo.

[This is the story of the captain of the brig. Justice to the officers of the Independence requires that they should not be condemned until their version is given, which may put a different aspect on the affair.—*Ed. A. & N. C.*]

AMERICAN SEAMEN.—We are very desirous that public attention should be directed to the fact, that the number of American seamen employed in our navy and commerce is few, and is yearly decreasing. That this attention may be awakened, we publish an article on the subject, written by a friend in every way qualified both to understand and to elucidate the subject.—*New York American*.

For the New York American.

AMERICAN SEAMEN.

The great want of this valuable class of men has at length so far forced itself on the attention of the community, that it has become a subject of general complaint, and it is only surprising that a subject so important to the commercial interests of our country, and our navy particularly, should have been allowed so long to slumber.

It is no doubt true, that nine-tenths of the seamen employed under our flag are foreigners; and of the remaining tenth, many of them are entered on board our ships of war, leaving but few native seamen to navigate the merchant ships.

The remedy is simple, and should be immediately resorted to, viz: every merchant vessel should be obliged by law to take a certain number of apprentices, according to her registered tonnage. These boys should be bound to the owners of the vessel and not to the captain; as the commander of a ship is much more frequently changed than her proprietor. In the event of the ship being sold, authority should be given to transfer the indentures, unless the owner has other vessels in which the apprentice can be placed. In the navy a good example has been shown, which ought to be followed, and in a few years we should have no more complaints on this subject. Every ship of war is now obliged to take one boy for every two guns, besides a proportional number of young and healthy landsmen; but I prefer, that instead of landsmen, a large number of apprentices should be taken, as they are much more susceptible of instruction than adults whose minds and habits have been already formed, and require a total change before they can adapt themselves to the discipline of a ship. Lord Collingwood, in one of his letters to the British Admiralty, says, "I have, some time since, recommended that, as ships came out, they should bring eighty or one hundred boys of fourteen or sixteen years of age,—such boys soon become good seamen. Landsmen very rarely do, for they are confirmed in other habits. One hundred Irish boys came out two years since, and are now the *topmen* in the fleet." At another time he proposed to the Admiralty to raise yearly five thousand Irish boys, and send a large proportion of them to his command, where he would have them taught and prepared in ships of the line, before they were sent to smaller vessels. In our navy, the system of educating and preparing boys for the service has been commenced, and there are now on board the frigate Hudson, at New York, under the superintendence of her commander, 150 apprentices who bid fair to turn out good seamen. They are under the immediate direction of a competent teacher, who instructs them in all the ordinary branches of English education; and under the boatswain, they are taught to knot, splice, strap blocks, pass seizings, and indeed every part of manual seamanship. One half attend school, whilst the other half are with the

boatswain, except on Wednesdays and Saturdays, on which days they are exercised aloft by the first lieutenant, at reefing and furling the mizen top-sail, bending and unbending it, and occasionally they are required to send the top-sail yard or deck, unrig it, and rig it again, under the superintendence of the boatswain and his mate. In good weather, the top-gallant yards are regularly sent up and down, morning and evening, by the boys alone; and in the course of the last summer, they had learned to do it with so much accuracy, that a mistake very seldom occurred. The captain of the mizen-top is not quite fourteen years of age, and besides his activity aloft can strap a block, splice a rope, or pass a seizing as well as many of the ordinary seamen who are shipped at the rendezvous. They are also taught to row in boats, and thus become expert oarsmen, besides deriving health and strength from the exercise. Their morals and habits are also strictly attended to, and the use of tobacco and spirits positively prohibited. They are supplied with bibles and prayer books, and attend church service every Sunday. They are also divided into bible classes under the immediate direction of the teacher and assistants, superintended by the chaplain of the ship, who hears them their bible lessons every Sunday. By this means it is hoped to prevent the apprentices from falling into low and vicious habits, and through them to establish a higher standard of morals for American seamen generally. This, by some, may be thought a visionary scheme; but as the effort can do no possible injury, and may be productive of much good, it is certainly worth the experiment; for whatever may be the result of their example over others, the good effect on themselves cannot be doubted. As all are anxious to get to sea, their transfer to a cruising vessel is granted as a reward to the most correct and forward in acquirement; and such as show a decided cleverness, are noted for promotion to the different ranks of petty officers, as soon as they become competent. Many of these boys have already been sent to sea in the different vessels which have sailed for foreign stations within the last two years, and others have been employed on the coast survey. Such was the confidence reposed in them by the surveying officers, that after a little practice, some of them were employed as *leadsmen* to give the exact depth of water, whilst others were appointed to attend tide-gauges, &c. It is to be hoped that the interest of our naval officers in the apprentice system will become general, and the object of the law authorizing their enlistment may not be defeated by negligence or indifference. Congress can only pass laws for the improvement of the navy. The faithful execution of them must necessarily be left to the officers themselves.

DOMESTIC INTELLIGENCE.

FLORIDA WAR.

By the steam packet Florida, Capt. Nock, the editor of the Georgian yesterday received from his attentive correspondent the following:—

GAREY'S FERRY, Feb. 14, 1839.—Within the last month, thanks to the energy and perseverance of Capt. E. S. Winder and L. J. Beall, of the 2d dragoons, nearly forty Indians have been taken. Among them a cousin of Sir Samuel Jones, *vulgo* Sam ditto; they do not appear to manifest any sorrow at exchanging the savage for the civilized life, and seem to show the true spirit of philosophy. They perform their dances for the amusement and edification of by-standers with no apparent reluctance, and frequently indulge in a laugh themselves. There is a plan now on foot, which I hope will prove the means of getting a few more of the forest gentry into our hands. Gen. Taylor expects to leave Deadman's Bay about the 20th inst. on an expedition into the everglades. He will strike east from the bay and meet a part of Col. Twiggs' command who will leave

shortly from the western coast, about Indian river and Key Biscayne. The steamer *Isis*, now chartered by the United States, left yesterday with two companies for Key Biscayne; one of them; Capt. Russell's of the 2d infantry, the other Lieut. Geo. Taylor's of the 2d artillery. The whole under the command of Maj. S. Churchill, 3d artillery.

ST. AUGUSTINE, Feb. 14.—Army Movement.—Two companies of U. S. troops, under command of Maj. Churchill, arrived in the U. S. steam boat Poinsett, Capt. Trathen, from Black Creek, this morning. We understand this detachment is ordered to scour the country around the head waters of the Miami, and thence to work their way northward along the everglades, to lake Okechobee.

Maj. Ashby moves south from Fort Mellon, and will meet Maj. Churchill's command on the banks of the lake.

NEW SHOAL.—The schooner *Delight*, Capt. Brown, from Charleston for this port, had split her sails, and Capt. Brown, with the view of keeping her head to wind during the blow, let go his small bower anchor which brought up in seventy fathoms water. The schooner rode there about two hours when the cable parted. This *Shoal* is about fifty miles due East from St. Augustine.—*St. Augustine News*.

On the 4th instant, Capt. Harvey Brown commenced cutting a road from Fort New Smyrna to Fort Birch, half way to Lake Monroe. Major Ashby will complete the other part, half way to Fort Mellon. When this direct road East of St. John's is completed, there will be a continuous route across from the Gulf to the Atlantic.—*Ibid*.

From the Buffalo Commercial Advertiser.

U. S. FORCE AT BUFFALO.—We have been kindly favored with the following list of officers of the U. S. army now stationed at this post:

Col. Bankhead, commanding Niagara frontier;
Capt. Ogden, quarter master;
Lt. Chapman, commissary and commanding company "G," 2nd artillery;
Lieut. Townsend, adjutant 2nd artillery;
Dr. Tripler, surgeon;
Capt. Williams, topographical engineer, and superintendent of the harbors on lake Erie;
Lieut. Simpson, topographical engineers;
Lieut. Woodruff, do do
Lieut. Roland, commanding company "K," 2nd artillery;
Lieut. Shackleford, 2nd artillery;
Lieut. Sedgwick, do do
Lieut. Blair, commanding company "D," 2nd artillery.

There are three companies of 2nd artillery, of 70 men each, in garrison here, which constitute all the standing force now upon this frontier, between fort Niagara and the State of Pennsylvania.

A NOVEL OYSTER BED.—When the frigate *Constellation* was taken into the Dry Dock, in Charlesbehold, being entirely encrusted with a coat of oysters from stem to stern, the average size of which was about equal to those that are usually sold for half a cent.—*Boston Transcript*.

FROM THE FRONTIER.—Gen. Scott and suite arrived in this city yesterday morning. We learn that another demand has been made upon the Governor of Vermont for an individual, identified as having been concerned in the recent outrages at Caldwell's Manor; that Gov. Jennison has declined interfering in the matter, on the ground that it appertains solely to the General Government; that in consequence of this refusal, a Special Messenger has been despatched from Montreal to Washington; and that the whole subject is now before the President of the United

States. We attach great importance to this question. We believe that it is competent for the Chief Magistrate of this country, *treaty or no treaty*, to deliver up fugitives from justice, on the application of foreign powers and the production of satisfactory proof. We think and trust that the same opinion prevails in the cabinet; and that, in this particular case, the miscreant, if properly identified, will be delivered up to the Canadian Government to be dealt with according to law. The outrage complained of was a most aggravated one; and in the event of a refusal to deliver up the criminal, will provoke retaliation, and lead, ultimately, to war. Should such be the result, the consciousness that we had failed in our duty to a friendly nation, would detract from every triumph and aggravate every defeat.—*Albany Daily Advertiser*, Feb. 20.

FROM VERA CRUZ.—An arrival from Vera Cruz has brought accounts from that place to the 24th of January. At that time the city had few other inhabitants than the consuls of foreign nations with their families. The castle of San Juan de Ulloa was occupied by French troops. In the vicinity there were about twelve French and six English men of war. The French admiral exercised undisputed authority. All the vessels which had arrived with cargoes from New Orleans, were about returning without having been allowed to discharge. There was no news from the interior of Mexico, as all intercourse was prohibited.—*New Orleans Courier*.

The news of the capture of San Juan d'Ulloa had reached Paris and created great joy. Admiral Baudin is to be promoted and also made a peer. Captains Bazoche and Parseval Deschenes are to be created Rear Admirals, and the Prince de Joinville and M. Olivier are to be promoted from *capitaines de corvette* to *capitaines de vaisseau*.

NAVY.

ORDERS.

- Feb. 20—Purser C. O. Handy, detached from Rec'g ship New York.
 21—P. Mid. J. Hall, and Mid. G. W. Rodgers, brig Consort.
 22—Lieut. Wm. Smith, frigate Constitution.
 23—Purser B. J. Cahoon, Rec'g ship, New York.
 Mid. M. C. Watkins, Rec'g vessel, Baltimore.
 25—P. Mid. J. W. Cooke, and Mid. C. E. Fleming, ship Warren.
 26—P. Mid. F. S. Haggerty, frigate Constitution.
 Lieut. N. M. Howison, Navy Yard, Pensacola.

RESIGNATIONS.

- Feb. 26—Camillus Saunders, Midshipman.
 27—James O'Shannessy, do
 Joseph Gold, do

At the time the U. S. ship Ohio sailed from New York, an imperfect list of her officers was published in the newspapers. No muster roll having been received at the Department, we did not copy the list; but as one has lately been received, we have made out a list therefrom, for the information of the navy, and those who have friends on board.

Commodore, ISAAC HULL.

Captain, Joseph Smith.

Commander, Robert F. Stockton.

Lieutenants, G. J. Pendergrast, S. Mercer, S. F. Du Pont, W. L. Howard, R. L. Browning, J. S. Missroon, J. W. Cox, A. Taylor, G. Gansevoort.

Fleet Surgeon, B. Ticknor; *Assistant Surgeons*, J. M. Smith, B. T. Magill, E. H. Van Wyck; *Purser*, W. Sinclair; *Chaplain*, J. W. Grier; *Master*, J. Robinson.

Passed Midshipmen, B. M. Dove, R. Forrest, E. C. Bowers, R. H. Lowndes, J. Carroll, W. D. Hurst, W. B. Renshaw, C. B. Poindexter, W. A. Jones, W. A. Parker, W. E. LeRoy, L. Maynard, Washington Reid, J. H. Adams.

Midshipmen, W. F. de Jongh, L. McLane, Wilmer Shields, P. Crosby,* H. S. Newcomb,* R. Townsend,* F. Alexander, A. N. Smith, A. C. Rhind, S. E. Woodworth, W. R. Low, (*acting.)

Commodore's Secretary, Jno. Etheridge; *Commodore's Clerk*, Edward Whitney; *Captain's Clerk*, William Flye; *Professor of Mathematics*, John Pierce, Jr., *Master's Mate*, T. M. Crooker.

Boatswain, Wm. Waters; *Gunner*, John Blight; *Carpenter*, John Southwick; *Sailmaker*, S. B. Banister.

MARINE OFFICERS—*Captain*, Thomas A. Linton; *Second Lieutenants*, H. B. Watson, I. T. Doughty.

U. S. VESSELS REPORTED.

MEDITERRANEAN SQUADRON—Ship of the line Ohio, Captain Smith, bearing the broad pendant of Commo. Hull, arrived at Mahon on the in 27 days from New York.

Ship Cyane, Comm'r Percival, at Messina, Nov. 20.

WEST INDIA SQUADRON—Ship Warren, Commander Spencer, dropped down to the naval anchorage below Norfolk, on Sunday last.

MARRIAGE.

In Charlestown, Mass., on the 14th instant, Lieutenant CHARLES H. JACKSON, of the U. S. navy, to Miss MARTHA L. WILLARD.

DEATHS.

In Philadelphia, on the 22d instant, Captain JAMES McCRAWLEY, of the Marine Corps.

In Washington, on the 21st instant, a few minutes after he had reached the Senate Chamber, of which he was Doorkeeper, Mr. EDWARD WYER, aged about 62 years. He was in good health, apparently, up to the moment when, while speaking to one of the attendants of the Senate, he fell, and immediately expired without a word or a groan. Mr. W. was a native of Boston, (Mass.) He spent the earlier years of his manhood in the navy, which, with a great deal of subsequent travel, made him known in many parts of the world, and wherever known his warm heart and gentlemanly bearing made him friends.

On the 9th Jan., Colonel JACOB WIEFS, of Wiefsporf, aged 88 years and 4 months. Colonel Wiefs was born the 1st of September, 1750—has been blind for several years past. He died at his mansion house, in the village of Wiefsporf, on the Lehigh, between Mauch Chunk and the Blue Mountain, on the spot where old Fort Allen was erected, well known in border story as connected with the Indian wars and massacres that there took place, as well as at Gnadenhutzen, and the immediate surrounding country.

NOTICE.

PROPOSALS will be received at the office of the Commissary General of Purchases in Philadelphia, for supplying the following articles of DRAGOON EQUIPMENTS, viz:

- 400 Saddles, complete.
- 200 Bridles, with Martingales.
- 200 Saddle Bags.
- 200 pairs Spurs.
- 200 Halters, Head Stalls and Straps.

On the patterns exhibited at this office, the contracts will be founded and inspections made, and no article will be received that is inferior in material or workmanship, or that does not correspond in every respect with the pattern on which the contract is founded. The articles are to be delivered at the United States Arsenal, near Philadelphia, for inspection, in equal monthly proportions, and the contracts to be fulfilled on or before the first day of August, 1839, or earlier, if required for the service.

The proposals must be in writing, sealed and endorsed "Proposals" and must reach the office of the Commissary General of Purchases, on or before the 22d March, 1839. Security will be required for the fulfilment of contracts.

C. IRVINE,

Commissary General of Purchases.

COMMISSARY GENERAL'S OFFICE, } Feb. 28—td
 Philadelphia, Feb. 23d, 1839.